



GOVERNMENT OF  
NEWFOUNDLAND  
AND LABRADOR  
Department of Transportation and Infrastructure

**BRIDGE INSPECTION REPORT**  
**B01302020-13**

Date: 1/30/2020

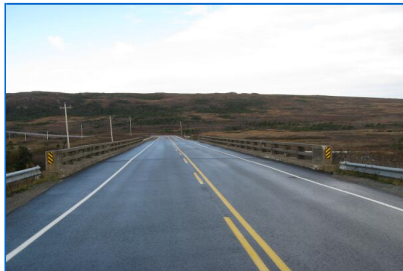
Inspected By: Alex Ford

Category: Eng. - Engineering

**BRIDGE INFORMATION**

Site:	2-060 - LAWN BRIDGE EAST (MAIN HWY.)				
Route:	220	Overall Length:	58 m		
Year Built:	1974	Est: No	Overall Width:	10.7 m	
Year Last Rehab.:		Est: No	Roadway Width:	9.4 m	
Region:	CENTRAL EAST	Sidewalk Width:	0 m		
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	3 m		
Type of Structure:	01 - AASH to Girder	Max Depth of N.W.L.:	1 m		
Purpose of Structure:	04 - Over Non-Navigable Waters	Spans:			
Type of Handrail:	02 - Concrete Rail	<u>Span No.:</u>	<u>Length</u>	<u>Span No.:</u>	<u>Length</u>
Roadway Surface:	02 - Asphalt	1	43	4	0
Alignment Vertical:	01 - Good	2	0	5	0
Alignment Horizontal:	01 - Good	3	0	6	0
Restrictions:	No				

**BRIDGE PHOTOS**





**SUBSTRUCTURE**

<b>Condition:</b>	P3 - Poor	<b>Bearings:</b>	F2 - Fair
		<b>Bearing Seat:</b>	P3 - Poor
<b>Comments:</b>	Concrete abutments and wingwalls. Cracking, disintegration, efflorescence various areas. Some bearing pads squat. Bearing seats have some severe disintegration, especially the left corners - due to deck drains pouring on to abutment corners.		

**SUPERSTRUCTURE**

<b>Condition:</b>	P - Poor	<b>Expansion Joints:</b>	P3 - Poor
<b>Comments:</b>	6 AASHTO girders - significant cracking with efflorescence and girders are sagging 75-100mm - possible stressing cable slack. Expansion joints are paved over and leaking - backwalls have heavy staining.		

**DECK**

<b>Condition:</b>	P3 - Poor	<b>Curbs:</b>	F2 - Fair
<b>Hand Rail:</b>	F2 - Fair	<b>Roadway Condition:</b>	F2 - Fair
<b>Approach Rail:</b>	G - Good		
<b>Comments:</b>	Concrete deck with asphalt wearing surface. Asphalt replaced 2019. So concrete deck repairs done 2019 but still requires significant work. Concrete handrail has light cracking with some impact damage. Approach rail replaced 2019. Curbs have cracking with efflorescence, mostly back fascia.		

**HYDROLOGY**

<b>Water Velocity:</b>	1.0 m/s	<b>Ice Problem:</b>	N - No Problem
<b>Water Depth:</b>	0.5 m	<b>Scour Problem:</b>	N - No Problem
<b>Waterway:</b>	01 - Adequate	<b>Debris Problem:</b>	N - No Problem
<b>Comments:</b>			

**REPLACEMENT/REHABILITATION**

<b>Next Rehab. Date:</b>		<b>Replacement Year:</b>	
<b>Antic. Rehab. Cost:</b>	\$0	<b>Replacement Cost:</b>	\$0
<b>Recommendations:</b>	Rehab structure. Bridge office should inspect girders before rehab to ensure they are suitable, otherwise replace structure.		

<b>OBSERVATIONS</b>				
<b>Overall Condition:</b>	P1 - Poor	<b>Requires Further Inspection:</b>	No	
<b>Additional Observations:</b>				
<b>LEGEND:</b>				
<b>Condition Definitions:</b>				
1 - *Good - [discontinued code].	F2 - Fair.	C - Unsafe (Closed to Public).	<b>Problem Definitions:</b>	<b>Category Definitions:</b>
2 - *Fair - [discontinued code].	F1 - Fair.	U - Uninspectable.	N - No Problem.	Maint. - Maintenance.
3 - *Poor - [discontinued code].	P3 - Poor.	I - Inapplicable.	P - Possible Problem.	Eng. - Engineering.
4 - *Unsafe - [discontinued code].	P1 - Poor.		K - Known Problem.	Office - Bridge Office.
G - Good.	P - Poor.		NA - Not Applicable.	
<b>PHOTO GUIDELINES:</b>				
<b>Inspection Photos:</b>				
Please provide photos using guidelines below:				
<ul style="list-style-type: none"> <li>● Any item which inspector feels should be documented by photograph</li> <li>● All items noted above as being P3, P1, P, or C</li> <li>● Any evidence of known ice, scour, debris, waterway problems</li> </ul>				
<b>INSPECTION PHOTOS</b>				

Department of Transportation and Infrastructure, Government of Newfoundland and Labrador 2021.